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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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OUNTRY	USSR			REPORT		
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		Vessel				8 AUG A
		Cargo vess Fish factor	el NAGAYEVO el DALNYY ry trawler L nder SOVETSK	ESKOV, RRT-40 AYA LITVA	00	*
2.	A five-page r	eport on Soviet	maritime ac	tivities		
		in the Ba	ltic Sea, th	e Northern Se	ea Route, the	
	from	ian Sea, and the which copies methic movements, by in reporting	ay be obtain cargoes carr	ied, new vess	sels, and the	use of
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UBJECT	Report on Soviet Activities	Maritime	DAT	E OF REPORT		y 1960	
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	reported	scellaneo	us Soviet m	aritime a			
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	The Baltic Sea The Oil Harbor i	in Klaiped	<u>a</u>				50X1-HUM
1.	The Baltic Sea  The Oil Harbor i  Complaints were about the admining operation in ment which has been of oil per hour both before and slow service, et with water or fu	registered stration in late 19 been instato tanker after the tc. Also uel oil.	a d by the La of the Klai 59. Althou lled in the s, the vess loading be occasional	tvian tar peda oil agh the mo harbor o els are o cause of	nker fl harbor odern t can del delayed a manp l oil h	eet's w which echnica iver 80 severa ower sh as been	50X1-HUM  50X1-HUM  ressels  was put  al equip- 00 tons al hours nortage, n mixed  50X1-HUM
2.	The Baltic Sea  The Oil Harbor i  Complaints were about the admining into operation in ment which has been of oil per hour both before and slow service, etwith water or furth water or furth products were by the sea, but in 1960 oil products were by the sea.	registered registered istration in late 19 been instato tanker after the tc. Also well oil.  Latvian to the vess re exported tankers AR	d by the La of the Klai 59. Althou lled in the s, the vess loading be ccasional anker fleet els began in d mainly to	tvian tar peda oil agh the mo harbor of els are of lv diese t mainly of taking on beast Ges ESSENTU	nker flarbor dern to can del delayed a manp oil in rmany KHI, KO	eet's which echnicativer 80 severs ower shas been din the Klaipe	50X1-HUM  50X1-HUM  ressels was put al equip- 00 tons al hours nortage, n mixed  50X1-HUM he Black eda. The
	The Baltic Sea  The Oil Harbor i  Complaints were about the admini into operation i ment which has been of oil per hour both before and slow service, et with water or fu  During 1959 the sea, but in 1960 oil products were by the formula to the sea.	registered stration in late 19 been instate to tanker after the tc. Also well oil.  Latvian to the vess re exported tankers AR	d by the La of the Klai 59. Although the vess loading be occasional anker fleet bels began to the KOKAND, and gross tonne products for the control of the co	tvian tar peda oil agh the mo charbor of sels are of cause of lv diese t mainly of taking on c East Ge; , ESSENTU	nker flarbor to an del all a manp oil in rmany KHI, KC	eet's we which echnics iver 80 severs shas been din the Klaipe KAND, and the klaipe beat G.	50X1-HUM  ressels was put al equip- 00 tons al hours nortage, n mixed  50X1-HUM he Black and  re of the e approxi- ermany, The

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by the icebreaker Strait where ice	KAPITAN Condition	BELOUSOV a s were mor	nd escorted	through than in	other	pen
M/S FELIKS DZERZI	IINSKIY					50X1-HUM
	IINSKIY de	parted fro	m Ventspils	for the		
New Vessels					50X1-	HUM
fishing fleet by vessel's dimension between perpendic construction drainet tonnage 4,590 deck. The vessel turbines which gavessel could remainen. The vessel	Stocznia ons were: culars 142 ft 8.2 met tons. That two ave the veain at sea was equip	Gdanska (G Overall 1 meters, m ers. Gros he poop we 2,500-HP s ssel a ser for 60 de ped with s	dansk /Danz ength 155.1 aximum widt s tonnage v s construct team engine vice speed ys. The co	ig/Shipy L4 meters, th 20 meter vas 11,540 ted as a h es with ex of 12 kno rew consis	vard). lengthers, and tons and	The nd in the nd
Union by Stocznic of trawlers under sions were: Overlars 75 meters, 15.4 meters. Grottons. The engine the vessel a serilló men, and the gational equipment	d Gdanska. constructall length maximum wi ss tonnage o was a 2, vice speed vessel co	The traw tion at So h 85 meter dth 13.8 m was 2,600 000-HP Sul of 12.5 h	ler was the viet expense, length leters, and tons and tons. The mots. The lat sea for	e first of se, and it octween pe construct net tonnagengine with crew constructs of 80 days.	ts diments diments diments discussed in the second	n- cu- aft O ve of navi-
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The greatest danger with this danger whose reports we and vessels. The Soviets begand advantages of great the soviets of great the soviets of great the soviets begand the soviets of great the great the soviets of great	ger to navitions. by carrying supplemesse visual using teater accurate	rigation in As of 1960 and on ice lented by a lephotogrammary and	the Arcti ), the Sovi- reconnaisa reports from ons were r aphy in 195 speedy serv	ets tried noe with a m Arctic seported in 8, as this ice.	to cop aircraf station n text. s has t	e t s he
language periodi	cal. Sovie	t Union, w	which shows	the ice	reporti	lish- ng 50X1-HUM
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The Black Sea					50	X1-HIIM
Soviet Aid to Fo	reign Cour	ntries			50	X1-HUM
	reign Cour	ntries			50	X1-HUM
	by the icebreaker Strait where ice years. The KOOPE wars. The KOOPE M/S FELIKS DZERZE The FELIKS DZERZE with tourists New Vessels  The fishing tends fishing fleet by vessel's dimension between perpendic construction drainet tonnage 4,590 deck. The vessel turbines which gavessel could remainen. The vessel NEPTUNE navigation of trawlers under sions were: Overlars 75 meters, most ons. The engine the vessel a service of the construction of trawlers under sions were: Overlars 75 meters, most ons were: Overlars 75 meters, most ons. The engine the vessel a service with the confidence of the construction of	The KOOPERATSIYA on a trip by the icebreaker KAPITAN Strait where ice condition years. The KOOPERATSIYA and M/S FELIKS DZERZHINSKIY  The FELIKS DZERZHINSKIY dewith tourists  New Vessels  The fishing tender S/S SOV fishing fleet by Stocznia vessel's dimensions were: between perpendiculars 142 construction draft 8.2 met net tonnage 4,590 tons. The vessel had two turbines which gave the vevessel could remain at seamen. The vessel was equip NEPTUNE navigational radar  The factory trawler RRT-40 Union by Stocznia Gdanska. of trawlers under constructions were: Overall lengt lars 75 meters, maximum wiselars 75 meters, maximum wiselars 75 meters, maximum wiselars 75 meters, maximum wiselars 75 meters. Gross tonnage tons. The engine was a 2, the vessel a service speed 116 men, and the vessel cogational equipment include radar.  The Northern Sea-Route  The preatest danger to nave changing ice conditions. with this danger by carrying whose reports were supplement and vessels. These visuals the Soviets began using the advantages of greater accurate for further information, I hanguage periodical. Soviets	The KOOPERATSIYA on a trip by the icebreaker KAPITAN BELOUSOV at Strait where ice conditions were more years. The KOOPERATSIYA arrived at it where ice conditions were more years. The KOOPERATSIYA arrived at it where ice conditions were more years. The KOOPERATSIYA arrived at it with the fishing tender S/S SOVETSKAYA LI fishing fleet by Stocznia Gdanska (Gressel's dimensions were: Overall 1 between perpendiculars 142 meters, meters, construction draft 8.2 meters. Grosnet tonnage 4,590 tons. The poop was deck. The vessel had two 2,500-HP sturbines which gave the vessel a servessel could remain at sea for 60 damen. The vessel was equipped with a NEPTUNE navigational radar.  The factory trawler RRT-400 LESKOV we Union by Stocznia Gdanska. The traw of trawlers under construction at Sosions were: Overall length 85 meter lars 75 meters, maximum width 13.8 meters. Gross tonnage was 2,600 tons. The engine was a 2,000-HP Sulthe vessel a service speed of 12.5 k 116 men, and the vessel could remain gational equipment included a radio radar.  The Northern Sea-Route  The Northern Sea-Route  The greatest danger to navigation in changing ice conditions. As of 1960 with this danger by carrying on ice whose reports were supplemented by rand vessels. These visual observation of greater accuracy and seal anguage periodical. Soviet Union, we have the periodical soviet Union	The KOOPERATSIYA on a trip by the icebreaker KAPITAN BELOUSOV and escorted Strait where ice conditions were more difficult years. The KOOPERATSIYA arrived at Riga late i  M/S FELIKS DZERZHINSKIY  The FELIKS DZERZHINSKIY  The fishing tender S/S SOVETSKAYA LITVA was del fishing fleet by Stocznia Gdanska (Gdansk /Danz vessel's dimensions were: Overall length 155.1 between perpendiculars 1½2 meters, maximum widt construction draft 8.2 meters. Gross tonnage net tonnage ½,590 tons. The poop was construct deck. The vessel had two 2,500-HP steam engine turbines which gave the vessel a service speed vessel could remain at sea for 60 days. The comen. The vessel was equipped with a radio dire NEPTUNE navigational rader.  The factory trawler RRT-400 LESKOV was delivere Union by Stocznia Gdanska. The trawler was the fof trawlers under construction at Soviet expensions were: Overall length 85 meters, length 1 lars 75 meters, maximum width 13.8 meters, and 5.4 meters. Gross tonnage was 2,600 tons and 1 tons. The engine was a 2,000-HP Sulzer diesel the vessel a service speed of 12.5 knots. The llo men, and the vessel could remain at sea for gational equipment included a radio direction radar.  The Northern Sea-Route  Telephotography in the Ice Reporting Service  The greatest danger to navigation in the Arcti changing ice conditions. As of 1960, the Sovi exit this danger by carrying on ice reconnaisa whose reports were supplemented by reports fro and vessels. These visual observations were r The Soviets began using telephotography in 195 advantages of greater accuracy and speedy serv  For further information, refer to an article i language periodical. Soviet Union, which shows	The KOOPERATSIYA on a trip by the icabreaker KAPITAN BELOUSOV and escorted through Strait where ice conditions were more difficult than in vears. The KOOPERATSIYA arrived at Riga late in the eve  M/S FELIKS DZERZHINSKIY  The FELIKS DZERZHINSKIY  The FELIKS DZERZHINSKIY departed from Ventspils for the with tourists  New Vessels  The fishing tender S/S SOVETSKAYA LITVA was delivered to fishing fleet by Stocznia Gdanska (Gdansk /Danzig/ Shipp vessel's dimensions were: Overall length 155.14 meters, between perpendiculars 142 meters, maximum width 20 mete construction draft 8.2 meters. Gross tonnage was 11,544 net tonnage 4,590 tons. The poop was constructed as a k deck. The vessel had two 2,500-HP steam engines with en turbines which gave the vessel a service speed of 12 km vessel could remain at sea for 60 days. The crew consis men. The vessel was equipped with a radio direction fir NEFTUNE navigational radar.  The factory trawler RRT-400 LESKOV was delivered to the Union by Stocznia Gdanska. The trawler was the first of of trawlers under construction at Soviet expense, and is sions were: Overall length 85 meters, length between pe lars 75 meters, maximum width 13.8 meters, and construct 5.4 meters. Gross tonnage was 2,600 tons and net tonna, the engine was a 2,000-HP Sulzer diesel engine wi the vessel a service speed of 12.5 knots. The crew consi 110 men, and the vessel could remain at sea for 80 days gational equipment included a radio direction finder and radar.  The Northern Sea-Route  Telephotography in the Ice Reporting Service  The greatest danger to navigation in the Arctic Ocean in changing ice conditions. As of 1960, the Soviets tried with this danger by carrying on ice reconnaisance with whose reports were supplemented by reports from Arctic and vessels. These visual observations were reported in The Soviets began using telephotography in 1958, as thi advantages of greater accuracy and speedy service.	The KOOPERATSIYA on a trip by the icebreaker KAPITAN EELOUSOV and escorted through the Iristrat where ice conditions were more difficult than in other years. The KOOPERATSIYA arrived at Riga late in the evening mysers. The KOOPERATSIYA arrived at Riga late in the evening mysers. The KOOPERATSIYA arrived at Riga late in the evening mysers. The KOOPERATSIYA arrived at Riga late in the evening mysers. The KOOPERATSIYA arrived at Riga late in the evening mysers. The FELIKS DZERZHINSKIY  The FELIKS DZERZHINSKIY  The fishing tender S/S SOVETSKAYA LITVA was delivered to the Soviets dimensions were: Overall length 155.14 meters, length between perpendiculars 142 meters, maximum width 20 meters, and construction draft 8.2 meters. Gross tonnage was 11,540 tons ent tonnage 4,590 tons. The poop was constructed as a helicop deck. The vessel had two 2,500-HP steem engines with exhaust turbines which gave the vessel a service speed of 12 knots. The vessel could remain at sea for 60 days. The crew consisted of men. The vessel was equipped with a radio direction finder and NEFTUNE navigational radar.  The factory trawler RRT-400 LESKOV was delivered to the Soviet Union by Stoczwita Gdanska. The trawler was the first of a service trawlers under construction at Soviet expense, and its dimerical lars 75 meters, maximum width 13.8 meters, ength between perpendilars 75 meters, maximum width 13.8 meters, and construction draft have seed a service speed of 12.5 knots. The engine was a 2,000-HP Sulzer diesel engine which gat the vessel a service speed of 12.5 knots. The crew consisted the vessel as service speed of 12.5 knots. The crew consisted the vessel as service speed of 12.5 knots. The crew consisted the vessel as service speed of 12.5 knots. The crew consisted the vessel conditions. As of 1960, the Soviets tried to cop with this danger by carrying on ice reconnaisance with atcreaf whose reports were supplemented by reports from Arctic stair. The Soviets began using telephotography in 1958, as this has tadvanbages of greater accu

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future	Soviet exhibitions were scheduled to op M/S FRYAZINO to M/S	pen in the near bok on exhibi- FLORESHTY, 50X1-HUN
tion goods i	nd M/S FALESHTY shipped exhibition goods	
		50X1-HUI
The Caspian		
***************************************	draft vessels were to begin service early	y in April.
,		50X1-HI
T/S KOMINTER		
. The KOMINTER	N was scheduled to depart on 30 March from	
Astrakhan.		50X1-H
	R P. MATVEYEV	Vreanoundak
5. The INZHENEI for Makhachl	R P. MATVEYEV departed on 25 February from	50X1-H
The Far Eas	<u>.</u>	50X1-HU
Repairs		
metatraveki	M/S NORILSK, M/T NOVINSK, M/S KLARA TSET Y, and M/T VAYYAN KUTYURYE were under rep Vladivostok in March 1960.	KIN, S/S pair at the
Shipwrecks		50X1-HL
7. Poor charts	of northern Far East waters were critici	ized respon-
sible for t	he loss of the D/E KRASNOGVARDEYETS in the	ne Gulf of 50X1-HU
Anadyr.	CNOCUARDEVERS a refrigerator vessel with	
nage of 5,2	17 tons, was built in Leningrad in 1958.	50X1-HUM
New Vessels		
class with Soviet Far Shinyard in	sels M/S DALNYY and M/S NAGAYEVO, both of a gross tonnage of 3,359 tons, were deli- Eastern Shipping Company in Vladivostok of A Rostock, East Germany. Each vessel was navigational radar.	by the Neptune
Hydrographic	: Vessels	-
H/V MIKHAI		50X1-HUN
	raphic vessel MIKHAIL LOMONOSOV completed ic Ocean and proceeded toward the Baltic	research in Sea.
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		50X1-HUM
	The MIKHAIL LOMONOSOV passed Gedser Rev lightship northeast-b	ound 50X1-HUM
20.		
21.		
	Ice-Floe Stations NORTHPOLE-8	
22.	The NORTHPOLE-8 station was about to conclude its work in the Arctic Ocean. A new team of scientists was to continue the won a new ice-floe station, NORTHPOLE-9, which was to be established at point N 80, E 150.	ork
	Review of Soviet Maritime Activities in the First Quarter of	1960
23.	Fewer new vessel were added to the Soviet merchant fleet in the first quarter of 1960 than in the fourth quarter of 1959. As usual, the Soviet Union built tankers and special vessels, where dry-cargo vessels were delivered mainly by East Germany.	5
24.	The traffic in Soviet Baltic Sea harbors was hampered by ice during the first quarter of 1960, resulting in long waiting properties of the few ice-free harbors.	periods
25.	The shipping of iron piping to Klaipeda and Ventspils increased considerably.	
26.	The following table shows the number of new merchant vessels the Soviet merchant fleet in the first quarter of 1960:	in
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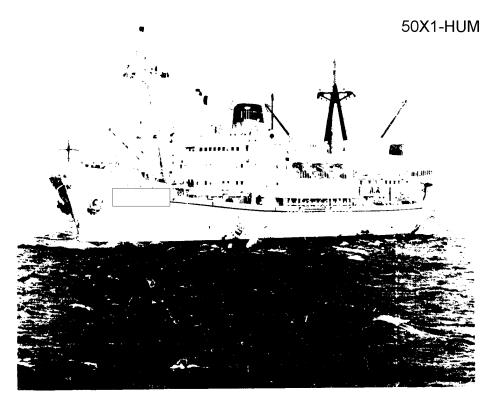
										50X1-H	MUH
		New Ves	sels i	n the S First Q	oviet uarte	Merchan r of 196	t Fle	et			
Building Country		Cargo		kers		ecial		otal	Percen	50X1- <b>tages</b>	-HUM
	Nφ.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	
D-7 4					3	16,404	3	16,404	17.7	28.9	
Poland USSR		. ,	1	8,229	4	5,326	(1) (5) (5)	(526) 13,555 (15,434) 14,032	29.4	23.9	
East Germany		12,346 25,086		8,229	3 10	1,686 23,416	(8) 17	(23,441) 56,731	(36.4)	(31.7)	
Total No. and	(9) GRT	(35,52 <u>5)</u> in	(2)	(5,125) 14.5	(11)	(32,749)	(22)	(73,399	)		
	(40.	3 44.2 9)(48.4)	(9.1)	(7.0)	(50.0	) (44.6) shing ter	nders	, tugboa	ts, sal	vage	
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				<u>.</u>					50X1	-HUM	
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CARGO VESSEL NAGAYEVO.			
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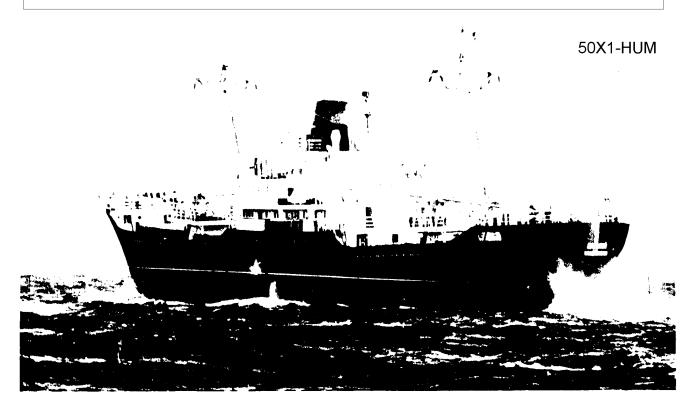
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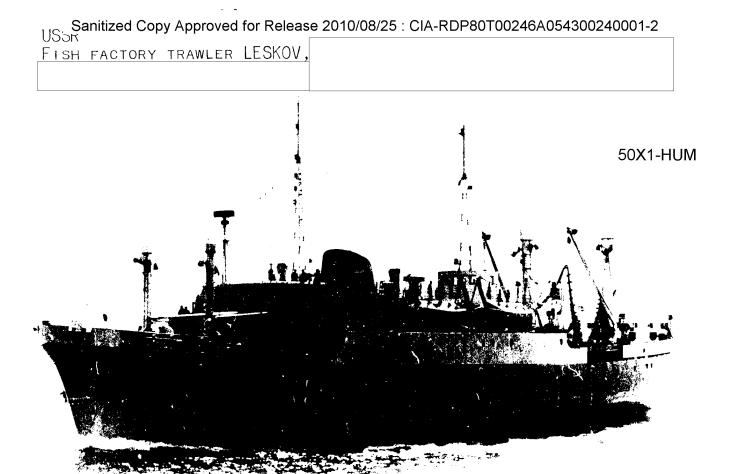


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US Sanitized Copy Approved for Release 2010/08/25 : CIA-RDP80T00246A054300240001-2 CARGO VESSEL DALNYY.



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